

"(ESTABLISHED 1881.)"

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Intimations.

STEAM NAVIGATION COMPANY.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TO SAIL ON

REMARKS.

LONDON, &c., via usual Ports of Call	{ DELTA	10th Feb.	} See Special Advertisements
	{ Capt. C. L. Dainton	10 A.M.	
LONDON, ANTWERP and MARSEILLES	{ JAVA	About 15th	} Freight and Passage.
	{ Capt. S. Barcham	February	
SHANGHAI, KOBE, MOJI and YOKOHAMA	{ MANILA	About 17th	} Freight and Passage.
	{ Capt. F. E. Andrews	February	
SHANGHAI	{ MACEDONIA	About 23rd	} Freight and Passage.
	{ Capt. C. D. Bannett	February	

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c., via usual Ports of Call	{ DELTA Capt. C. L. Daniel	{ 10th Feb. 10 A.M.	{ See Special Advertisements
LONDON, ANTWERP and MARSEILLES	{ JAVA Capt. S. Barcham	{ About 15th February.	{ Freight and Passage.
SHANGHAI, KOBE, MOJI and YOKOHAMA	{ MANILA Capt. F. E. Andrews ...	{ About 17th February	{ Freight and Passage.
SHANGHAI	{ MACDONIA Capt. C. D. Bennett	{ About 23rd February	{ Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hankook: 8th February, 1907. [3]

Intimations.

LANE CRAWFORD & CO

LANE, CRAWFORD & CO.

STOCKTAKING SALE.

FEBRUARY 6th to 16th.

GREAT REDUCTIONS FOR CASH ONLY

IN THE
GENTLEMEN'S OUTFITTING

HARDWARE, FURNISHING

AND
LADIES' DEPARTMENTS.

JANE GRAEFORD & CO.

Hongkong, 4th February, 1907

ASK FOR
KURPER'S PILSENER BEER

KUPPERS' PILSENER BEER
and see that you get it.

LOOK CAREFULLY AT THE LABEL.
BEWARE OF COLOURABLE IMITATIONS.

Telephone _____

No. 75. SOLE AGENTS—
CALDBECK MACGREGOR & CO.

Hongkong, 8th February, 1907.

HONGKONG, CANTON AND

MACAO STEAMBOAT CO.,

LIMITED.

CLIPPER EXCURSIONS TO MACAO

CHEAP EXCURSIONS TO MACAO.

On SUNDAY, the 10th February,

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.
Time of departure from Marco 3 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare..... \$3.00

13	11	on Monday	5.00
11	11	Single	2.00

Popular Excursion Rates as usual.
Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

W. E. CLARKE,

Hongkong, 4th February, 1907. Secretary. [97]

100



X THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

FOR THE RACES! JUST ARRIVED!!

A Choice Selection of **EXQUISITELY TRIMMED MILLINERY, DRESSES and GOWNS, &c., &c.,** direct from the "Avenue de la Paix," Paris.

PRICES TO SUIT EVERYONE.

Hongkong, 5th February, 1907. (3)

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
 Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES
 Manager

VICTORIA HOTEL, (TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON,
 ON THE BRITISH CONCESSION.
 F. E. DE BEAURE PAIRE,
 (late of Australia), Manager.

MACAO HOTEL, (TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.
 IN THE CENTRE OF THE PRAIA GRANDE
 Capt. T. AUSTIN, R.N.R.,
 Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

25) Wm. FARMER, Proprietor.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
 PRIVATE BAR and BILLIARD-ROOMS.
 HOT and COLD WATER throughout.
 ELECTRICALLY LIGHTED. ELECTRIC FANS
 (if required).
 ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.
 For Terms, &c., apply to the—
 MANAGER.

Hongkong, 6th December, 1905. (27)

GREENLEES BROTHERS' CLAYMORE RARE OLD SCOTCH WHISKY,

\$15.00 per Dozen.

VERY SPECIAL BLEND SCOTCH WHISKY,

\$12.00 per Dozen.

PAUL OLOUET ROYAL SILLERY DRY SPARKLING CHAMPAGNE,

\$20.00 per Case 24 Pints.

SOLE AGENTS—
 A. CHAZALON & CO.,
 6, Queen's Road Central,
 Hongkong, 1st February, 1907.

Hotel.

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentiner.
 "FATSHAN," 2,460 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lossius.
 "HEUNGSHAN," 1,998 " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons Captain T. Hamlin.
 "SUI-TAI," 1,651 " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursion leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 1,119 tons Captain E. H. Grainger.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half February	JAVA PORTS	First half February
TJILATAP.	JAPAN	First half February	JAVA PORTS	First half February
TJIMAH.	JAVA	First half February	JAPAN	First half February
TJIPANAS.	JAVA	First half February	JAPAN	First half February
TJIBODAS.	JAPAN	First half March	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 30th January 1907.

WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 25, John Street, Bedford Row, W.C. 59, Bentinck Street, 565, Nanking Road

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUEX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO, AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SE-CAFORE, PEMANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 GNEISENAU WEDNESDAY, 13th February.
 PREUSSEN WEDNESDAY, 27th February.
 PRINZESS ALICE WEDNESDAY, 13th March.
 PRINZ LUDWIG WEDNESDAY, 27th March.
 SACHSEN WEDNESDAY, 27th March.
 ZIETEN WEDNESDAY, 10th April.
 PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 8th May.
 BAYERN WEDNESDAY, 22nd May.
 PRINZ HEINRICH WEDNESDAY, 5th June.
 SCHARNHORST WEDNESDAY, 19th June.
 ROON WEDNESDAY, 3rd July.

* Conveying H. M. THE KING OF SIAM, carrying second-class passengers only.

ON WEDNESDAY, the 13th day of February, 1907, at Noon, the Steamship GNEISENAU, Captain G. Bolte, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th February, Cargo and Special will be received on Board until 5 P.M., on TUESDAY, the 12th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th February.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-W. HELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG:

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.
 PRINZ WALDEMAR 3,727 THURSDAY, 28th February.
 PRINZ SIGISMUND 3,302 THURSDAY, 28th March.
 MANILA 1,790 SATURDAY, 20th April.

ON THURSDAY, the 28th day of February, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with MALES, Passengers and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£28. -	£18.10	£14.00
Return	£42.00	£27.15	£21.15
TO BRISBANE	£34. -	£20. -	£14. -
Return	£54. -	£36. -	£24. -
TO SYDNEY	£33. -	£23. -	£15. -
Return	£59.10	£41.10	£27.10
TO MELBOURNE	£34.10	£24.10	£16. -
Return	£65.5	£44.5	£28.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$170.00	\$130.00	\$90.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$170.00	\$130.00	\$90.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, PRINZESS ALICE WEDNESDAY, 13th Feb.
 KOBE & YOKOHAMA, PRINZ LUDWIG WEDNESDAY, 27th Feb.
 SHANGHAI, NAGASAKI, PRINZESS ALICE WEDNESDAY, 13th Feb.
 KOBE & YOKOHAMA, PRINZ LUDWIG WEDNESDAY, 27th Feb.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£67. 0. 0.
TO BREMEN	65. 0. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

or further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 6th February 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 373 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[37]

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[46]

WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—
 "S."
 C/o Hongkong Telegraph,
 Hongkong, 5th February, 1907.

[30]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HAITMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAT
BRAND, HAITMANN'S GREY PATENT
DAILYMERS PATENT MOTOR
LAUNCHES,
&c. &c. &c.Sole Agents for
"FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905.

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Intimation.

Powell's

ALEXANDRA
BUILDINGS.FOR THE
RACES.SMART
COSTUMES,
Light Tweeds,
Cream Serges, &c.COATS,
Cream Alpaca
and Serge,
Tussore Silk, &c.MILLINERY,
The very Latest
from
LONDON & PARIS.OSTRICH
FEATHER
BOAS,
White, Grey, Black.DAINTY
BLOUSES.GLOVES,
FOOTWEAR,
SUNSHADES,
&c., &c., &c.Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 31st January, 1907.

Intimations.

NOTICE.

Mr. RACHIRAM, who was acting as our Manager for some time, has from the 17th October, 1906, severed his connection with us, and the firm will not hold itself responsible for any DEBTS incurred by him hereafter or before.

K. A. J. CHOTIRMALL
& Co.

Hongkong, 8th February, 1907.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that THE HONGKONG MILLING COMPANY, LIMITED, of Victoria, in the Colony of Hongkong, have, on the 13th day of December, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks, viz.:

1. A picture of a Mill.
2. A picture of a Fir Tree and the words "Fir Tree."

3. Two plates of Chinese cakes.
4. A picture of a Fort surrounded by wheat and the words "The Fort".

In the name of the said HONGKONG MILLING COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Marks are intended to be used by the Applicants in respect of the following goods respectively, in the following classes respectively, viz.:

- CLASS 42 IN RESPECT OF FLOUR.

A facsimile of such Trade Marks can be seen at the office of the Colonial Secretary of Hongkong, or of the undersigned.

Dated the 8th day of January, 1907.
HASTINGS & HASTINGS,
Solicitors for Applicants,
38, Queen's Road Central.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that BRITISH AMERICAN TOBACCO COMPANY, LIMITED, Registered Office, Cecil Chambers, 86, Strand, London, W. C., England; Tobacco Manufacturers, have, on the 17th day of August, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

A label having in the upper part a curved band bearing the words "The Three Castles Cigarettes." Underneath the band is a shield bearing a chevron and the pictures of Three Castles. On one side of the shield is the name "W. D. & H. O. Wills" and on the other side "Bristol & London." Beneath the shield is a band bearing the words "There's no sweeter tobacco comes from Virginia and no better brand than the 'Three Castles' Thackeray." The Virginians. At the foot of the label is the representation of a Star and on each side thereof is a prize medal and words referring thereto. At the left hand side of the label is a band containing the words "Every Genuine package of the 'Three Castles' Cigarettes has the signature thus—". Then follows the facsimile signature "W. D. & H. O. Wills."

The Trade Mark has been used by the applicants in respect of the following goods:—

1. MANUFACTURED TOBACCO, IN CLASS 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 5th day of January, 1907.
DENNY & ROWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE,
1898.

Entertainment.

THEATRE ROYAL,
CITY HALL.THE
HONGKONG AMATEUR DRAMATIC
CLUBwill present
A FARCICAL COMEDY
ENTITLED

"FACING THE MUSIC,"

by

CHARLES HENRY DARNLEY,

ON

FRIDAY, 15th February, 1907.

SATURDAY, 16th "

MONDAY, 18th "

at 9 P.M.

Prices ... \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

Booking Office at the ROBINSON PIANO CO.,
open on and after MONDAY, the 11th
February, 1907, at 10 A.M.

Hongkong, 4th February, 1907.

Intimation.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
C. LEBECK MARGRETT & Co., Hongkong.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 9th February, 1907, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

A QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising:

SEXTANTS, PICTURES, MACINTOSHES, HATS, CLOCKS, UMBRELLAS, BILLIARD BALLS;

ALSO
VALUABLE GOLD CHRONOMETER
WATCH by Yates, Liverpool;

AND
A quantity of ENGLISH GOLD WATCHES, DIAMOND RINGS, CHAINS, &c.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th February, 1907.

PUBLIC AUCTION.

AT the Undersigned's Sales Room,
2, Zetland Street,
TO-MORROW,

the 9th February, 1907, at 2.30 P.M.,
HOUSEHOLD FURNITURE
of all descriptions,

ALSO
2 New TYPEWRITING MACHINES.
On view Friday.

TERMS:—As usual.
F. KIENE,
Auctioneer,
Telephone No. 574.

Hongkong, 8th February, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELHI,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Marmora*,
From Calcutta, ex S.S. *Malacca*,
From Persian Gulf, ex B.I.S.N. and B. & P. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th February, 1907.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex S.S. *Malapan* and *Cordouan*, from
Havre ex S.S. *Malapan*, and from Bordeaux
ex S.S. *Ville de Valenciennes*, in connection
with above Steamer, are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
MONDAY, the 11th instant, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 11th instant, or they will not be recognized.

All damaged packages will be examined on
MONDAY, the 11th instant, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th February, 1907.

Consigners.

AMERICAN ASIATIC STEAMSHIP CO.
NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL,
THE Steamship

"LOWTHER CASTLE,"
Captain Lightoller, having arrived from
the above ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and stored at
Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th instant will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on the 11th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Owing to this steamer having grounded in
the Suez Canal, in consequence of which a
General Average will be incurred, Consignees
must sign Average Bond, and pay a deposit of
3% on Invoice value of their Goods before
Bills of Lading can be countersigned and deliv-
ery of their Cargo obtained.

Average Bond is lying at the Office of the
Undersigned.

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th February, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"CATHERINE APCR,"
having arrived from the above ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside,
Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of
the 8th instant, will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th February, 1907.

HAMBURG-AMERIKA LINE.

THE H. A. L. Steamship
"HELLAS,"
Captain Neumann, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned, and to take immediate delivery
of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 4th February, 1907.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND
STRAITS.

THE Steamship
"MONMOUTHSHIRE,"
Captain G. E. Warner, having arrived from
the above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th instant, at 2 P.M.

No Fire Insurance has been effected.

Owing to a fire having occurred on this
steamer and a General Average being thereby
incurred, Consignees of Cargo will require to
sign the Average Bond, lying at the Office of
the Undersigned, before their Bills of Lading
can be countersigned, and delivery of their
Cargo obtained.

SHEWAN, TOMES & Co.,
Agents, "Shire" Line.

Hongkong, 4th February, 1907.

MARRIAGE CONTRASTS.

HOW THE LAWS OF VARIOUS
COUNTRIES DIFFER.

In a lecture at the London Institution on the "International Aspect of Marriage and Divorce," Mr. M. N. Drucquer, M.A., LL.B., dealt with the difficulties which arise when courts have to decide on the validity of marriages between parties of different nationalities. He said that the general principle applied by all nations was that the validity of a marriage is governed as to its essential details by the law of the domicile of the parties, and as to its formalities by the law of its place of celebration.

He gave some illustrations of how the rule worked. Sometimes a marriage is valid in one country and invalid in another. Thus, if a Frenchman marries an Englishwoman in England without the consent of his parents, the marriage would be regarded as essential, but invalid in England, where it was regarded as a matter of form and was not necessary.

In Denmark marriage with a deceased wife's sister is permitted. A marriage between domiciled Dances in such circumstances would be recognised in England as valid, but not in Scotland.

Mr. Drucquer dealt with the question of two English people marrying abroad. If they married in the British Embassy of the country where they happened to marry no question could arise. The marriage can be solemnised there according to English law and be valid.

ORIGIN OF LONDON.

HOW THE GREAT METROPOLIS GOT
ITS NAME.

What is the derivation of the name "London?" This was one of the questions which Mr. Henry Bradley set himself to answer in the course of a lecture on "place names" at the London Institution.

A common explanation of the name London, or Londinium, or Londonia, as it was called, is that it is derived from the words "lin" and "don," in which case it would mean the "fortress by the lake," said Mr. Bradley. "But in the first century 'lyn' was 'lindon' and 'din' was 'dunon,' so that the name would have been 'Lindon-dunon.'"

"The only explanation which I, as a philologist, can give of the name is that on this spot there was a plot of ground belonging to a Briton named Londinon, which means fierce or savage."

"The Anglo-Saxons gave names to their children, ships, and swords, but not to inhabited places. A man named Bright Helmit lived on a 'toon,' or farm, which came to be known as 'Bright Helmit's toon.' Many years elapse, a village, and afterwards a town arise on the spot, but the name remains, by now contracted to 'Brighton.'"

SUPERB HORSEMANSHIP.

LORD MINIO STIRRED TO ENTHUSIASM
AT PATIALA.

MARVELLOUS FEATS.

Some marvellous feats of horsemanship shown at Patiala recently by the Imperial Service Lancers seem to have made a deep impression on the members of the Viceroy's party and the numerous other European guests of the State.

Four squadrons paraded to show what could be done with well-trained horses under the excitement of service conditions. The first squadron in order galloped past until they were almost in front of the Viceroy, and then in the twinkling of an eye dismounted and lay down. Horses that would not lie down voluntarily were thrown down by a neat combined movement. A fore-foot of the recalcitrant horse is lifted with one hand while the head of the horse is twisted round to the same side with the other hand, the effect being to precipitate the weight of the animal, where there is no support to bear it. Clumsily done, such a fall might injure a plunging charger, but as executed by the practised sower the throw brings the horse softly on to his flanks, and the rider has then only to keep the animal's head close to the ground. Lying prone in the grass neither horse nor rider offers an appreciable target to rifle fire even at but five hundred yards' range, and the silliness is such that a busy or careless scout a little way off might easily cast a passing glance over the field without perceiving that it was alive with cavalry. All this takes time to describe, but is performed instantaneously.

When the first squadron had thus sunk into the ground, the second squadron galloped up to them, passed through them and lay down beyond them, becoming equally inconspicuous though in broad daylight with cloudless sunshine. Then up galloped the third squadron and passed through the first and second squadrons without hurting a single man or beast, and lay down beyond both. Finally, the fourth squadron, remaining where it was, disappeared into the ground also.

When every horse lay stretched out and the whole field was silent and motionless, a shrill whistle blew, and like a flash every sower rose and stood astride over the body of his horse so as to be in the saddle with reins in hand at the instant that the animal regained its feet. Ere the sounds of the whistle had died away the entire force was galloping away, with its back to the Viceroy, rallying upon its leader.

A few hundred yards away and with scarcely a pause the regiment formed up into perfect line, faced about, and charged down upon the Viceroy at a thundering pace until within a couple of horse's lengths of the party of spectators. A thrill went through everyone; it was grand. Lord Minio cried out: "Splendid!"

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Mansions, on TUESDAY, the 12th February,
at 12 o'clock Noon, for the purpose of receiving
a Report of the Directors together with a
Statement of Accounts, and for the purpose of
confirming the appointment of a Director and
electing Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 30th January to
the 12th February, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 21st January, 1907.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 16th day of February, 1907,
at Noon, for the purpose of receiving the
Report of the Court of Directors together with
a Statement of Accounts to 31st December,
1906.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1907.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corporation
will be CLOSED from MONDAY
4th, to the 16th day of February, 1907, (both
days inclusive), during which period no transfer
of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1907.

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Office of the
General Managers, at 11.30 A.M., on MON-
DAY, 18th February, to receive a Statement
of the Company's Accounts to 31st December,
1906, and the Report of the General Managers.
The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 18th
February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd February, 1907.

THE SHU ON STEAMSHIP COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
OF THE COMPANY will be held at the Com-
pany's Registered Office No. 8, Queen's Road
West, Victoria, Hongkong, on THURSDAY,
the 9th day of the 1st Month of the 33rd year
of Kwong sui (the 21st day of February, 1907),
at 12 o'clock noon, when the subjoined Resolutions
which were passed at the Extraordinary
General Meeting of the Company held on the
5th day of February, 1907, will be submitted
for confirmation as Special Resolutions:—

- 1.—That the capital of the Company be in-
creased from \$250,000 to \$350,000 by the
issue of 5,000 fully paid up new shares of
\$20 each, ranking for dividend, voting
power and in all other respects par with
the existing shares of the Company.

- 2.—That such new shares be offered in the
first instance to the persons who on the
19th day of February, 1907, shall be the
registered shareholders of the Company in the
proportion of one new share for every
old share held by them and that such offer
be made by notice specifying the number
of shares which each such registered
shareholder shall be entitled to take up
and limiting the time within which the
offer if not accepted by payment of the full
amount of \$20 per share will be deemed
to be declined and that the Directors be
empowered to dispose of the shares not
taken in response to such offer as they
consider expedient in the interest of the
Company.

By Order of the Board,
CHAU CHEUK FAN,
Manager.

Shu On Steamship Co., Ltd.,
Hongkong, 5th February, 1907.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

Intimation.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEB. 8, 1907.

SOME FACTS ABOUT OPIUM.

In view, doubtless, of the crusade started by anti-opium reformers in Great Britain and China, the Secretary of State for the Colonies was moved to request the Governor of the Straits Settlements to furnish a return of the amount of opium which had been annually consumed in the territory under his jurisdiction since 1896, and the revenue derived by the Government from the use of the drug. Probably the same desire for information on this thorny question was sent to the Government of Hongkong, but there does not appear to have been any White Paper on the subject so far, but no doubt it will appear in due course. The Secretary for Chinese Affairs in Singapore has framed tables of the amounts recorded in each of the Straits Settlements and the Federated Malay States, so far as obtainable, but expresses doubt as to the accuracy of his figures. He observes that: "Even with regard to those for the last two years a guarantee of accuracy is impossible. The ports of the Colony are 'free' and the Government possesses no Customs establishment. It is possible, therefore, for the farmers to import chandu clandestinely and to sell more than they report to me. There is, however, no reason to believe that this has been done." The figures are stated in chests of Benares opium, and calculated on the basis that each chest is manufactured into 30 tahils of chandu and that each chest is equivalent to 1,200 tahils. The Secretary also explains that: "In practice here, as in China, large amounts of cheap Persian opium have been used in the preparation of chandu, but the return will probably be better suited for the purpose for which it is required if stated in chests of opium than if in tahils of chandu. There are no means of ascertaining the actual amount of Indian and Persian opium used by the farmer." Omitting the figures obtained in Penang, Malacca and the Malay States it will be sufficient to state the returns for Singapore, which may be considered for purposes of comparison more on a par with Hongkong. In 1896 there were 749 chests imported into the Southern Settlement, but that amount annually increased until in 1903 no less than 1,366 chests were being converted into chandu (opium prepared for smoking). It will be remembered

that in 1904 there was an outcry among the opium farmers regarding the financial loss they were sustaining by reason of the huge sums they had to pay for the monopoly. The Government of the Straits Settlements, recognizing the urgency of the question, dealt with it at once, and practically admitted the justness of the farmers' claims for consideration by reducing their monthly payments to the Treasury, which thereby reduced the revenue derived from the monopoly. They also permitted the farmers to increase the price at which chandu was sold to the public from \$2.50 to \$3.00 per tahil. Naturally, the direct result of this enhancement of the retail price of the drug was a falling off in the quantity consumed by the public, and the farmers still found themselves paying the Government more than they received from their farms, and, moreover, the increased value of the chandu gave a direct impetus to smuggling and to the consumption of morphia. It is not therefore surprising to learn that the chests of opium consumed in Singapore dropped from 1,346 in 1903 to 938 in 1904. There was a slight increase in the following year, the figures showing a consumption of 1,046 chests of opium. With regard to the revenue paid by the farmers to the Government, it appears that in 1896 the sum of \$1,080,000 was the figure of the successful tender. In 1898 the farmer secured the monopoly for three years with an offer of \$1,450,000 per annum. The profits obtained from the opium farm appear to have aroused the cupidity of others, for in 1901 the tender accepted by the Government provided that the farmer should pay no less than \$2,400,000 per annum for three years, and that rate was enhanced in 1904 to \$4,245,000 per annum. Then the farmers found that they could not afford to pay that amount, and the tender was reduced to \$3,540,400, and this year it has been still further reduced and is not expected to produce more than \$2,500,000. But even that sum is a huge amount in the annual returns of the Settlement's exchequer, and it shows the difficulty which will face the Government should they yield to the anti-opium reformers who would sweep the drug off the face of the earth. It is by no means a simple matter to discover methods of taxation, direct or indirect, which will not fall heavily on the people generally. In a community of 250,000 the abolition of the opium farm, which is to say that opium in any shape or form is refused admission by the Government, would mean that extra taxes would have to be raised to the amount of \$10 per capita per annum. That is why most "China hands" regard the anti-opium propaganda as illusory, the official edicts of the Chinese Imperial Government as so much waste paper, and the professed desire of officialdom to stamp out the habit as a sop to fanaticism.

HONGKONG HARBOUR NEEDS.

One of the effects, which has practically escaped the notice of the general public, of the memorable typhoon of the 18th September last, was the destruction of the fire-boat which was at the disposal of the harbour authorities. The boat was dashed against the quay wall and wrecked beyond repair. As a consequence, should an outbreak of fire of any magnitude occur on any of the leviathans, which are continually passing through the harbour of Hongkong, those who undertake the work of coping with such emergencies would, to all intents and purposes, be at the mercy of the owners of waterboats. At the present time, when the signal is given that a vessel in the harbour is on fire all the available waterboats are requisitioned and ordered to the ship in distress. But it is conceivable that the waterboats might be engaged at the moment, or be without a sufficient supply of water for the purpose of resisting the flames. That is a contingency which has not arisen up to the present time, but it is one which cannot be blinked, and should not be allowed to exist. It is far from creditable that in the premier port of the world a fact which we are never tired of reiterating—where some of the largest vessels are berthed every other day, there should be any possible defect in the machinery necessary for fire-extinguishing purposes. Even the owners of the waterboats which are so hastily commandeered when an alarm is given may not always feel quite satisfied with the autocratic action of the harbour authorities, but, of course, they know better than to offer any protest. If this condition of things were allowed to continue there is no question that the port of Hongkong would speedily become a byword among the shipping fraternity. In these days of competition, when all the principal ports in the Orient are fighting for supremacy, when Singapore, Manila, Kobe and Yokohama are expending, or are about to expend, huge sums in extending their harbour facilities, it behoves Hongkong to keep in advance of her rivals and defy them to do their utmost. But if it is known that one of the first essentials of a first-class port is lacking, that is to say, the ability to cope with an outbreak of fire in any vessel in the port, on any and every occasion, then there is a loophole of which our competitors will assuredly take advantage. The main thing is that the floating brigade should

be placed in a proper basis, that the establishment should be an integral part of the harbour authorities' establishment. It has been suggested that at the present juncture the Government might not be in a position to replace the sunken fire-boat by a entirely new vessel, but that difficulty can be overcome in another way. As stated, when a fire does occur, every waterboat in sight is rushed, willy-nilly, to the scene. But the boats having the largest carrying capacity may be otherwise engaged, or without a drop of water in the hold. Would it not be feasible to subsidize the owners of waterboats which have ample storage provision, the understanding being that these boats, no matter how employed at the time, should immediately come under the control of the authorities and remain under their control until their services were dispensed with? The further provision would have to be made that the subsidized vessels should be at all times prepared for duty, in other words that they should have their holds overflowing ready for any emergency. No doubt there would be occasions when the boats having completed an order would be lighter than usual, but under the terms of the subsidy they would be compelled to refill their holds immediately. In several ways such an arrangement should work satisfactorily. The Government would get an efficient and enlarged service at comparatively small cost—much less than the expenditure that would be involved in the construction of a new float—the port would be benefited by being in a position to refute slanders originating in other ports, and the owners of first-class waterboats would, in all probability, willingly fall in with the Government's proposal and thereby benefit financially. At all events, the position of affairs is not one that can be viewed with equanimity and it should receive the immediate attention of the authorities.

LOCAL AND GENERAL.

The French mail of the 8th January was delivered in London on the 7th inst.

There will be a pick-up match to-morrow, at 1.15 p.m., between Mr. Woodward's and Mr. Ponsonby's teams, on the Hongkong Cricket Club grounds.

The final of the Hongkong Polo Club tournament for the West Kents Cup will be played on Saturday, the 16th instant, at 4 p.m., between the 3rd Middlesex team and the R.A. team.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the 3rd Batt. "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 9th inst.:

March....."To the Front".....Hague
Waltz....."The Blue Bird".....Lanthe
Selection....."The Lullaby".....Lanthe
Song....."Nearer, Nearer".....Gounod
Overture....."Hilf mir mein Glück".....Lanthe
Serenade....."La Folia".....Yradier
Suite....."Peer Gynt".....Grieg
Gigue....."Pulcherrima".....Faust
Legionnaire Marches.....
Op. 100, the Prince of Wales.
God Save the King.

As briefly reported by special telegram in our columns the other day, H. E. Viceroy Yuan Shih-kai has issued stringent instructions to the local authorities of Tientsin, Kangku and Chingwantan, the Tientsin Police and Detective Corps and the Railway Police, to keep a strict watch on coolies emigrating for service abroad. This step has been taken to prevent Chinese labourers from going to work on the Panama Canal, first, because of the extreme unhealthiness of that isthmus and vicinity, and secondly, because of the harsh legislation in the United States against the entrance of Chinese labourers and handicraftsmen into the country. So long as this legislation continues in force in the United States so long, it is reported, will the Chinese Government stop Chinese labourers from going to the American Continent.

INSTRUCTION on tuberculosis, its cause, symptoms and treatment, is to be introduced into the public schools of the Philippine Islands. Bulletin No. 5, on tuberculosis, issued by the Bureau of Health will be used in the sixth grade, in connection with instruction in physiology and hygiene. There are present 1,486 scholars in the sixth grade in Manila schools and the Director of Education has inside application to the Directors of Health for 1,800 copies of the circular for immediate use. Instructions on tuberculosis has been introduced into many of the schools in the United States, having been adopted by many of the State Text-book Commissions. The disease is the cause of a large percentage of the deaths in the Philippines and it is believed instruction in the schools will aid materially in assisting to check its ravages.

In the very early hours of Wednesday morning a Chinaman—probably a shoemaker wanting leather on the cheap, to make a harness for the Chinese New Year—was seen leaving the Naval Yard, with a roll of leather, valued at \$32, as it subsequently transpired, under his arm. He was arrested and escorted to No. 2 Police Station, where he was taken care of for a few hours, until the curtain rose on the magisterial proceedings, when sergeant Lee introduced him on his appearance. There was considerable doubt as to whether this was his debut, as he calmly admitted the offence with which he was charged, and appeared to be quite familiar with Court proceedings. Sergeant Lee, asked Mr. F. A. Hazeland before whom the leather-fancier was placed, for a remand, as since his arrest it had been discovered that three other rolls had also gone astray from the same store-house, and time was required to trace their whereabouts. The remand was granted.

THE ROYAL VISIT.

PRESENTATION AT GOVERNMENT HOUSE.

After we had gone to press yesterday, a pleasing function took place at Government House at 6 o'clock when the Chinese members of the Reception Committee made a presentation to their Royal Highnesses the Duchess of Connaught and Princess Patricia. There were present at the ceremony T. R. H. the Duke and Duchess of Connaught and Princess Patricia, Hon. Captain M. Ponsonby, M.V.O., Captain H. C. Coleman, A.D.C., Mr. R. A. Ponsonby, Private Secretary, the Hon. Dr. Ho Kai, C.M.G., the Hon. Mr. Wei Yuk, Messrs. Lau Chu-pak, Ho Fook, Ho Kom Tong, Pong Yan Chuen, U. Hoi Chow, and Leung Ngan Pan.

The presents were displayed on a table in the drawing-room. They consisted of beautifully designed and exquisitely executed silk embroideries to serve as wall hangings, which are the finest examples of Chinese art; an ivory-carved ball, which we are told is one of the very few specimens extant of the finer Chinese carving, and silverware consisting of tea cups, forks and spoons and a bundle of fine ivory chopsticks.

Dr. Ho Kai acted as the spokesman, and, in making the presentation, asked that the Duchess and Princess Patricia might be graciously pleased to accept those presents, which are of no intrinsic worth, as a token of loyalty and devotion to the Throne and the Royal Family.

On behalf of the Duchess and Princess Patricia, H.R.H. the Duke of Connaught briefly thanked T. R. H. the Duke and the Chinese community for the presents which the Duchess and Princess Patricia were pleased to accept.

This concluded the ceremony, and the Chinese gentlemen then retired.

THE ADMIRAL'S DINNER.

Last evening the Royal visitors dined with the Commander-in-Chief of the China Squadron, Rear-Admiral Sir Arthur W. Moore, and a select party representing the military, professional, and commercial interests of the Colony. The dinner was given on board the flagship *King Alfred* and proved a complete success. The Royal party proceeded from Government House to Blake Pier, their body-guard consisting of members of the constabulary. The Admiral's launch was in waiting and conveyed the guests to the flagship, where they were received by the Admiral and officers of staff. The guests returned to Hongkong at 10.30 p.m.

THE ILLUMINATED "KING ALFRED." Seldom have residents in Hongkong witnessed a more beautiful sight than that presented by the *King Alfred* as she gracefully floated at the naval anchorage last night. Illuminated from water-line to mast-head by a myriad of electric lamps the *King Alfred* seemed more like the phantom of a mirage than the actual embodiment of one of His Majesty's most powerful engines of war. The design of gutting the ship by means of electricity is no doubt an ancient one, but in this case there was an artistic mind at work and the result was a fairy creation which attracted crowds to the quay. The lights at the mast-head twinkled like stars, giving signals to the other units of the British Fleet in the harbour. Even the dense darkness of the night conspired to lend charm to the fascinating scene.

TO-DAY'S PROGRAMME.

To-day, the Duke of Connaught was busily engaged in the performance of his duties as Inspector-General of His Majesty's Forces. This evening their Royal Highnesses will dine with H.E. Major-General R. G. F. Broadwood, Commanding the Troops in China, and at 10 p.m., the Royal party will proceed to the steamship *Honam*, which has been specially chartered for the occasion, and sail to Canton, where a day will be spent, the visitors leaving the capital of South China to-morrow night returning on Sunday morning to embark at 10 o'clock on board the *Deila* for Singapore.

THE "HONAM."

The *Honam*, which is lying alongside Blake Pier, has been admirably fitted up for the convenience and comfort of the Royal travellers. The alleyway leading to the saloon has been heavily carpeted, and is lined with beautiful plants and a variety of Chinese curios including a magnificent bronze incense burner. Chinese lanterns, fitted with electric lamps, depend from the ceiling and give almost an oriental aspect to the place. The suite of rooms to be occupied by the Duchess of Connaught, Princess Patricia and Miss Pelly are situated on the starboard side of the ship and have been specially decorated and furnished for the occasion. The Duke, General Maxwell, Captain Ponsonby and Captain Coleman, A.D.C. to the Governor, have their quarters on the opposite side of the vessel. The saloon has been beautifully embellished, and it is equipped with blackwood furniture, a variety of Chinese pictures, and a number of Chinese blackwood lanterns, all of which are the property of Captain H. D. Jones, the master of the vessel, under whose personal supervision the scheme of decoration has been carried out. Captain Clarke, the secretary of the Canton Macao Steamboat Company, was also in attendance in the course of the day seeing that the arrangements were satisfactorily completed.

A SPECTACLE FOR THE MULTITUDE.

None should omit the spectacle which will be afforded when the native craft take the opportunity of showing their appreciation of the benefits of British rule. There will be flares, lanterns, candles and crackers galore. What else there may be can be left to the imagination.

THE *London Gazette* of January 15 announces that the King has approved of the Victoria Cross being delivered to representatives of the following, who should have been decorated if they had survived. Private Spence of the Indian Mutiny. Ensign Phillips of the *Steg of Delhi*. Lieutenant Melville and Coghill, for their efforts to save the Colours at Jassidwan. Trooper Baxter of the Bulawayo Field Force of 1896. Lieutenant Heaton Maclean of the Indian Staff Corps in the Swat Valley Expedition of 1897. Somewhat late, even for posthumous honours.

P. W. D. FITTER IN TROUBLE.

ALLEGED MALPRACTICES.

Li Tai, alias Li Ching, a fitter, employed at the Waterworks, was before Mr. F. A. Hazeland, at the Police Court, this morning, to answer three charges. On the first count, he was alleged to have, between 1st July last and the 7th instant, stolen two spinners, three pieces of iron, and a stop cock, the property of the P.W.D.; on the second, it was alleged he altered the water service at No. 17, Cochrane Street, without permission; and lastly, it was said he fraudulently attempted to obtain from the occupier the sum of \$10. Overseer Ross, of P.W.D., was the complainant. The defendant, it was stated, went to house No. 17, Cochrane Street a work of two ago and told the occupier that for a consideration he would alter his water service so that he would have no further trouble of getting a good supply of water. The occupier agreed. The pipes were cut and yesterday, so it is alleged, defendant called for his money. The occupier went out and returned with Detective Sergeant Munson instead who placed the fitter under arrest. The P.W.D. was communicated with and on arrival Overseer Ross discovered that the tools used by accused in his illegal work were stolen property. When the case was called on this morning, the complainant asked for a short remand, saying that there were others who also had a hand in the matter. A remand was allowed.

A SECOND SANDOW.

COOLIE AND A SHIP'S CABLE.

Straining under the weight of a heavy box, which he carried on his shoulder, shifting its position at intervals, a coolie was seen trudging along Hollywood yesterday afternoon. He had not the sneaking look on his countenance, which is usually the case with thieves, and which the police seldom fail to interpret, but his air of bravado attracted an Indian constable, who thought there was something wrong with the coolie.

"What's inside that box?" asked the policeman.

"What do you think could be inside? I just bought the box to break up to use as firewood," said the coolie, whose back was bending under the weight.

"You put that box on the ground. I want to see the contents," added the officer. The coolie thought the officer very inquisitive, and putting the box down with a thud, started at once to straighten his back. Then he, with a look of astonishment, reverted to the officer part of a ship's cable—the chain being so heavy that it took two men to get the box on the coolie's shoulder again.

"From where did you get that chain?" the coolie was asked.

How could he know? He bought the box and did not know there was anything inside. He was arraigned before Mr. F. A. Hazeland, at the Police Court, this morning, on a charge of unlawful possession, to which he pleaded guilty and was fined \$15. The accused had no money and took the alternative—one month. The chain was confiscated.

JAPANESE STEAMSHIP COMPANY PETITION.

A Tacoma despatch of 6th ult. states:—Government subsidies and lower operating expenses combine to permit Japanese steamship companies to carry freight across the Pacific ocean cheaper than an American steamship company can afford to perform service. In consequence two Japanese steamship companies are being established at the same time, the Boston Tsuboi Company announces that next spring, three of its latest steamships, the *Tyria*, *Hyades* and *Pleidus*, will be withdrawn from the Oriental trade and operated to Nome, Behring sea and other coast ports.

The Mitsui family, one of the strongest commercial houses of Japan, has just established a new steamship line across the Pacific. Its first vessel is now loading on Puget sound. It has three old steamers on the ocean hurrying railroad ties from Northern Japan to Central America. Five steamers will then come here to load for Japan.

Baron Shibusawa, who has visited the United States several times, and other capitalists have arranged to establish another great steamship company with a capital of \$5,000,000. It is expected that Mr. Uchida, director of the ship control bureau of communications department, will resign to be general manager. Its first service will be to the United States. The Toyo Kisen Company is building three 12,000-ton vessels for its "San Francisco route." The steamers now on the run will be diverted to the new South American line.

JAPANESE enterprise has laid plans to quietly take the immense Asiatic flour trade from the Pacific Coast mills. Several small flouring mills, recently built in Japan, have been consolidated, and two mills have just been completed at Kobe. Eight other large flouring mills are going into Japan, using American machinery. The superintendent of the largest mill in Tacoma has been engaged as superintendent. Mr. J. Thomson of Spokane, and E. V. Wilcox of Portland, two of the wealthiest millers on the Coast, are said to be interested in two of the largest mills. During the last five years in flour-milling industry on the Pacific Coast has reached enormous proportions with an ever-expanding market in the Orient. Forty thousand tons of flour are now being shipped from Tacoma to Vladivostok, Dairen and Newchwang. Japan proposes to seize this trade by grinding Manchurian-raised wheat in Japanese mills. Some wheat will be imported from Tacoma. Several cargoes of what have been shipped to Japan this winter.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE SHANGHAI RIOT.

NANKING INTERESTED AT LAST.

TAOTAI'S DUTIES AFTER THE NEW YEAR.

[From Our Own Correspondent.]

Shanghai, 8th February, 3 p.m.

The Taotai at Shanghai has received instructions to collect all the correspondence and documents which have any connection with the inquiry into the cause of the riot that occurred in Shanghai, in connection with the Mixed Court squabbles, some time ago, and bring them to Nanking immediately after the New Year festivities.

[The *Shanghai* published the other day, the following Peking telegram dated the 31st ultimo:—When the disturbances arose out of the Mixed Court trouble (in December 1905) the British Minister eventually made the following demands upon the Government:—(1) An indemnity for loss of British lives and property; (2) severe punishments upon the instigators of the riots; (3) the responsibility of the trouble and payment of indemnity to rest with the Shanghai Taotai (Yuan Shu-hsun). The Waipuu, however, firmly resisted all the demands. Now owing to the desire of the Government to obtain possession of Huang Y and Chang Pao ching (who were accused of being anti-monarchists) the British Minister has again made the demands noted in the foregoing, and the Waipuu has consented to come to some arrangements whereby the case of the riots in Shanghai may be settled. A telegram has now been sent by the Waipuu to Shanghai ordering the papers and evidence of the whole case to be sent up to Peking for the Waipuu to decide upon.—Ed., H.K.T.]

BRITISH COMPANIES IN SHANGHAI.

QUESTION ANENT HONGKONG ORDINANCE.

[From Our Own Correspondent.]

Shanghai, 8th February, 3 p.m.

Representatives of the leading British companies conducting operations in Shanghai met yesterday with the object of considering what steps should be taken to secure the enforcement of the provisions of the Hongkong Companies Ordinance in the Settlement.

A Committee was appointed to inquire into the matter and report at a subsequent meeting.

[The probability is that the representatives of British companies met to discuss the question of companies in Shanghai, and conducting their operations in the Settlement, having under the Ordinance to keep their registers of shareholders in Hongkong.—Ed., H.K.T.]

SUPPOSED LIGHT-FINGERED CHINESE.

FRANKS IN A DRAPER'S SHOP.

A long-coated Chinaman, who professes to be Ho Chung, no address, no employment, figured in the dock, in Mr. F. A. Hazeland's Court, this morning, on a charge of fraud. The complainant was Omar Cassim Moosa, manager of an Indian draper's establishment at Nos. 1 and 5, D'Almeida street. He alleged that Ho Chung obtained from him \$2 under false pretences. Ho was very ungrateful when the interpreter told him of the charge, and started to make a speech, denying the allegation, until he had to be silenced.

Some time yesterday afternoon, the defendant went to the draper's shop in question and asked to be shown some socks. Out of a box he selected two pairs, the price being twenty-five cents a pair. Accused handed a \$3 bill to the complainant as payment for the goods and received in return \$4.50 in small coin. Something went wrong with the quality of the socks when the change was placed on the counter, and after further parance Ho decided that he would not mind having back his \$3 bill, and returned the socks to the shopkeeper with the change, saying he would go elsewhere. He received his bill and started for the door. The complainant gathered up the money on the counter and in doing so he discovered that out of the \$4.50, no less than \$2 had been substituted with counterfeit. Ho was detained until the arrival of a policeman. As the Magistrate's shroff was away and as expert evidence was needed to prove that the coins were counterfeit, his Worship adjourned the case.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Tatiana*) 9th inst.
Canadian (*Athenian*) 9th inst.
German (*Gothland*) 11th inst.
Indian (*Kanungo*) 13th inst.
German (*Prinzess Alice*) 15th inst.
Canadian (*Empress of Japan*) 15th inst.

The N. D. L. *Room* left Colombo on 6th inst., at 8 p.m., and may be expected here on 17th inst., at daylight.

The N. Y. K. *Asa Maru*, American Line, left Shanghai for this port on 7th inst., and is expected here on 10th inst.

TELEGRAMS.

[Reuter's.]

Japan and Hawaii.

London, 6th February.

The American newspapers continue publishing reports pointing to an elaborate organisation of Japanese and Hawaiians, who are prepared to act together in case of an emergency.

The latest report says that the *Siberia* from Hongkong, 15th January, landed 600 Japanese at Honolulu under two captains, many of whom were wearing uniform.

Meningitis in Scotland, &c.

Nine additional cases and three deaths have occurred since yesterday, and sixty-eight patients are under treatment.

Cruise of the "Dreadnought."

H. M. S. *Dreadnought* from Trinidad, covered the distance of 3,430 miles to Gibraltar, in ten days.

The German Elections.

The second ballots in Germany are completed. The Socialists have been routed, and lost 11 more seats yesterday.

Germany.

The Reichstag has been summoned to meet on the 19th instant.

The Centrum party is stronger than ever. A Radical has been re-elected for the Emperor's Division.

The elections are now completed. The new Reichstag will consist of 59 Conservatives, against 52 in the old; Centrums, 105 against 101; Socialists 43 against 79; Imperialists, 21 against 22; National Liberals, 55 against 51, and Radicals 39 against 30.

Japan and the United States.

Reuter's agency in Tokio wires that the war-talk in the American press is ignored in Japan, and the idea of an ultimatum having been delivered is ridiculed.

MR. JAMES BRYCE.

To appreciate fully the compliment Great Britain has paid us, remarks the *Washington Post*, in selecting Prof. Bryce for the mission here must consider not only the distinguished talents, and character of the man but the circumstances surrounding the choice. We have committed our business with that government at times to the hands of our best, but they were always free for the service. Mr. Motley went from his books. Mr. Lowell's appointment was a promotion. Mr. Phelps had only to disengage himself from a law practice. Mr. Bayard had held a higher place here at home, but was then in private life. Mr. Choate when commissioned was a New York lawyer, while Mr. Reid was in the editorial harness.

Prof. Bryce is not only one of the ripest and most distinguished of English publicists, but to take up work at this capital is having down work of a highly important character in government at home. The post he relinquishes is one for which he possesses exceptional qualifications and had his heart in it. One may easily imagine that his personal tastes, could he have indulged them, would have kept him in the secretaryship for life. He did not hesitate, however, to fall in with the popular view of things, and will come to us excellently disposed to do all in his power, and with pleasure, toward keeping the bonds between his country and this strong and secure.

While there is, and will continue to be, diplomatic business of importance for a British ambassador to transact in America the presence of Prof. Bryce in this country will operate for good far beyond the limits of diplomacy itself. He will be welcomed by all Americans of light and leading, and dowered with their confidence and admiration. He stands for the best of English institutions, and for a thorough and sympathetic comprehension of all that is best in ours. There is no statesman, no scholar, no man of reading in the United States, who will not take pleasure in this appointment, and be happy to embrace any opportunity to testify to his feelings. It is at once a compliment to us, and a respectful notice served on the world at large that between Great Britain and America all is well.

For the retiring ambassador there is only hearty and genuine respect here. The impetuousness of gossip respecting his reasons for returning home have made no impression on representative and responsible circles, and he takes with him the good wishes of all who have had the pleasure of his personal acquaintance, or the opportunity of observing his official course.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 8th at 11.50 a.m.—Pressure is very little changed. It is highest over the Continent to the North of the Yangtze, and gradients continue moderate to slight.

Fresh monsoon may be expected in the Formosa Channel and the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, N.E. to E. winds, fresh; fair.
- 2.—Formosa Channel, N.E. winds fresh.
- 3.—South coast of China between Hongkong and Lamock, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 2.

A POIN FOR SHIPMASTERS.

WHEN IS A MISDEMEANOUR NOT A MISDEMEANOUR?

A very important point of law, which will be read with considerable interest by the shipping community, was brought out at the Police Court this morning, when the captain of the steamship *Telemachus* was summoned under Section 37 Sub-section 2, Ordinance 10 of 1899.

The point Mr. C. A. D. Velbourne will have to decide, and which will be settled to-morrow morning, is: "Can the police stop a vessel without having just reason to believe that a felony or misdemeanour is being or about to be committed in the waters of the Colony?" On the Court's decision will rest the question whether the Ordinance should be amended. The summons against the master of the *Telemachus* was taken out by Detective-Sergeant Wilden, and was to the effect that the defendant failed to stop his ship when called upon to do so by the police on the 10th January last.

Inspector Langley appeared, for the prosecution. Mr. P. W. Goldring, of the firm of Messrs. Goldring and Bail, who represented the defendant, said he had an objection to raise on the point of law. Sub-section 2 of the Ordinance read: "It shall be lawful for the Captain, Superintendent or other officer of police—no below the rank of sergeant—having just cause to suspect that any felony or misdemeanour has been or is about to be committed in the waters of the Colony, to enter at all times, as well as by night and day, into and upon any ship, boat, junk, or vessel (not being a ship of war, or a vessel having the status of a ship of war), and to take into custody all persons suspected of being concerned in such felony or misdemeanour and to take charge of any property suspected of having been stolen or unlawfully obtained." Mr. Goldring submitted that the intention of the police in signalling the ship to stop was because they thought she was carrying an excess of passengers.

Inspector Langley said that the captain did not know what he was being called upon to stop for. If he had stopped and found that the police, after inspecting the ship, had no reason for stopping the ship then the captain had a remedy. The inspector said that it was a very important point. If his Worship was going to side with the prosecution then the case would go on; if not, there was no other alternative than to allow the matter to drop. He did not want to waive the point. If, for that according to the Ordinance, the harbourmaster, a police inspector, or sergeant could not stop a vessel without suspecting that some felony was being committed on board, then masters of ships could do what they pleased when leaving the port.

His Worship—But Mr. Goldring contends that you were going on board to look after overcrowding?

Inspector Langley said that he did not say that. He called the attention of the Court to the fact that the Ordinance under which the present charge was framed was the only Ordinance which gave power to the police to stop a vessel.

His Worship—When do you leave, captain?

Captain—Sunday morning.

Inspector Langley—The police have no objection to the question being brought up during the absence of the ship.

His Worship—When does your ship return to Hongkong?

Captain—We will return in a month.

His Worship—The case is adjourned until the return of the ship, when I will give my decision.

Inspector Langley was on his feet in a minute. He said he wanted a decision as soon as it was obtainable regarding the point of law that was raised—whether the police could stop a ship without suspecting that a felony or a misdemeanour was being committed on board? He remarked that a month was a long time and that many things might happen in the meantime.

His Worship said he would give his decision on this point next morning, but the sum of stands adjourned sine die.

LEAGUE CRICKET.

LEAGUE TABLE.

The following is the League table up to date:—

Club.	Matches.	Played.	Won.	Lost.	Drawn.	Points.
Craigengower	12	7	3	2	2	23
Hongkong Police	11	7	3	1	2	22
Civil Service	9	5	1	3	1	18
H.K.C.C. "A"	11	5	5	1	1	16
Kowloon	6	3	0	3	2	12
R. G. A.	7	2	3	2	2	8
Army Staff	11	2	7	2	2	8
Royal Engineers	11	0	9	2	2	2

3 points—a win.
1 point—a draw.

CIVIL SERVICE v. CRAIGENGOWER.

This league match will take place on Saturday, at 1.15 p.m., between the above Clubs on the Civil Service ground. The following will represent Craigengower: C. Club—L. E. Lamert (Capt), R. Bana, A. O. Brown, M. E. As, J. D. Kinnaird, L. A. Rose, E. Irving, R. Pestonji, G. Evans, R. B. Cooper, and S. E. Green. Reserve—C. H. Lyon.

The following team will represent the Civil Service:—Mr. H. T. Jackson (Capt), Hon. Dr. J. M. Atkinson, Mr. F. B. B. Reid, Mr. H. P. Phelps, Mr. L. E. Brett, Mr. G. A. Woodcock, Mr. L. Bolton, Mr. A. R. Raven, Mr. A. J. Jordan, and Mr. P. R. Adams. Service: Mr. E. W. Dawson, Umpire—Mr. W. H. E. Smith.

A STRANGE REPUGNANCE.

PLAINTIFF SCORNS CENTS.

One might almost think the millennium had arrived when one hears of a sutor in the "summary, or Small D. his Court, waiving a portion of his claim against a debtor in order that he may not be compelled to touch the obnoxious cent. When, such an announcement was made in the Supreme Court this morning, before his Honour Mr. A. G. W. J. J. Judge, presiding in Summary Jurisdiction, the Court held its breath; the legal lights held their breath, and the waiting witnesses held their breath, and the debtor gasped! The objector to the copper coins was plaintiff in two small cases, for \$10.43 and \$18.69, respectively, and Mr. Barlow, of Messrs. Goldring and Barlow, appeared to fight both cases. Defendants were not in Court. In the due order of precedence the plaintiff was requested to step into the box to formally prove his claims. In the first case plaintiff said his claim was for \$10 only.

His Honour—What? You only claim \$10? Then what about the 43 cents entered in the writ?

Witness: Well, I do not want to claim for cents.

His Honour: Well then, you will only get judgment for \$10, and costs.

In the second case the plaintiff disclaimed the 69 cents, and Mr. Barlow made a valiant attempt to get the plaintiff to explain why he waived the 69 cents now, when he had allowed them to be entered in the writ of summons. Plaintiff was proceeding to make a somewhat irrelevant statement when he was "pulled up with a round turn."

His Honour: Oh, don't ask him about cents; he won't touch cents. He is quite contented with a deal in dollars. If he chooses to give up the 69 cents that's his lookout. I'll get judgment for \$18 and costs.

The plaintiff left the Court smiling most blandly, and undoubtedly pleased with himself at having given up something like 4% of his claims in order to under to a prejudice!

EXERCISE ON THE WATER.

SAMPAH AND MOTOR BOAT RACE.

Standing on the praya-will at Causeway Bay yesterday morning, waiting patiently for a tramcar, was a Chinese police sergeant in plain clothes. In the typhoon anchorage, to the north, was moored the steam launch *Hailong*, while the motor boat *Bon Bon* lay quietly alongside the wall. When he had finished gazing up and down the road in the hope of finding the much wanted car, the policeman turned his eyes in the direction of the harbour. There he saw something which interested him. A tram after tram passed by unnoticed. He saw a sampan with four bags of coal on the deck, making as fast as she could go in the direction of the *Hailong*. He also heard the crew of the launch calling upon the sampan people to hurry up. The sergeant remained for a while thinking what step he should take. When the sampan was about 100 yards away from the launch he decided to act. "Where did you get that coal from?" he yelled. The sampan people looked in the opposite direction. He addressed them again, and on receiving no reply he jumped into the motor boat and gave orders to pursue the sampan, which by this time had turned round and was making for safer quarters. Up went the sail, "hard ahead" was the order given the *Bon Bon's* engineer. The race was short and swift and before long spectators ashore saw the *Bon Bon* heading for the starting point, with the sampan in tow. The bags of coal on the sampan had disappeared, for the sampan people threw them into the sea during the race. Landing, the master of the sampan was taken to the Bay View Police Station and charged with throwing coal into the harbour in order to avoid detection. Sergeant Pitt, when the defendant was found guilty at the Police Court, this morning, asked Mr. F. A. Hazeland to grant compensation to the crew of the *Bon Bon* for their services to the police, but the Court did not have authority to do so. He, however, fined the delinquent sampanman \$50.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

3.30 p.m.
Buyers:—Union Insurances \$810, Macao Steamboats \$301, Shell Transports 31/5, Hongkong Hotels \$122, Cements \$211, Ices \$250, Powells \$21.

Sellers:—Canton Insurances \$395, Hongkong Fires \$370, China and Manilla \$21, Douglas's \$36, China Sugars \$129, Raffles \$81, Hongkong Docks \$140, Kowloon Wharves \$95, Humphreys Estates \$12, Ho-gong Cottons \$112, China Borneo \$10, China Providents \$870, Electrics \$16, Ropes \$21, China Lights \$91, A. S. Watsons \$12.

Sales:—Hongkong Banks \$925, Union Insurances \$810, Humphreys Estates \$12, Dairy Farms \$161.

Nominal:—National Banks \$51, China Fires \$100, Indo-Chinas \$87, Shanghai Docks \$116, Hongkong Wharves \$15, Hongkong Lands \$107, West Points \$51, Tramways \$215, Langkats \$165.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	11/10
Do demand	11/10
Do 4 months' sight	11/10
France—Bank T.T.	280
America—Bank T.T.	105
Germany—Bank T.T.	105
India T.T.	105
Do demand	105
Shanghai—Bank T.T.	105
Yokohama T.T.	105
Japan—Bank T.T.	105
Java—Bank T.T.	105
4 months' sight L/C	105
6 months' sight L/C	105
30 days' sight San Francisco & New York	105
4 months' sight do	105
30 days' sight Sydney and Melbourne	105
4 months' sight France	105
6 months' sight do	105
4 months' sight Germany	105
6 months' sight do	105
Bank of England rate	105
Sovereign	105

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, FEBRUARY 9, 1907.

DINNER.

HORS D'OEUVRES.

Caviare on toast.

SOUP.

Oxtail Soup.

FISH.

Boiled Fish and Parsley Sauce.

ENTREES.

Sweetbread Cutlets and Tomato Sauce.

Stewed Steak and Mushrooms.

Mongolian Patties.

CURRY.

Dry Curry.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Turkey and Cranberry Sauce.

Boiled Shoulder of Mutton and Turnips.

Cold Game Pie and Plain Salad.

SWEETS.

Caramel Pudding.

Coffee Ice Cream and Finger Cakes.

Topsy Cake.

Cheese Straws.

DESSERT.

Coffee. Fruits. [212]

CHINA COMMERCIAL STEAMSHIP CO., LTD.

MR. ENG HOK FONG having resigned as General Manager of the above company, the undersigned has been elected by the Board of Directors to fill the said position.

WONG KWONG CHUNG.

Hongkong, 8th February, 1907. [214]

"THE ISLAND."

SPECIAL SOUVENIR NUMBER OF THE ROYAL VISIT.

PROFUSELY ILLUSTRATED.

Price 20 cents.

Hongkong, 8th February 1907. [216]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 14th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th February, 1907. [210]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and/or West-Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FRIDAY, the 8th February, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th February, at 9.30 A.M.

All Claims must reach us before the 10th February, 1907, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHER & Co., Agents.

Hongkong, 8th February, 1907. [21]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

Sicamers Tons To sail

"GLENFARG" 4,000, March 26, at Noon

"KASATO MARU" 5,100, April 25, at Noon

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building.

Hongkong, 8th February, 1907. [15]

Today's Advertisements.

CHINESE NEW YEAR HOLIDAYS.

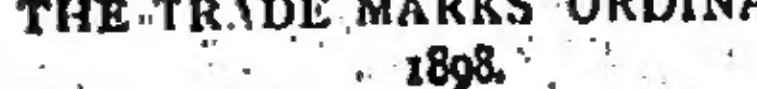
IN accordance with Government Notification No. 79 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, the 13th and 14th instant.

Hongkong, 8th February, 1907. [113]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that SEEBOHM AND DIECKTAHL, LIMITED, of Dannemora Steel Works, Sheffield, England, Steel File and Tool Manufacturers, have, on the 23rd day of January, 1907, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—



in the name of SEEBOHM AND DIECKTAHL, LIMITED, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the year 1904, in respect of the following goods:—

Twist Drills, Milling and other Cutters, Machine Tools and similar goods all being parts of Machinery in Class 6.

The Trade Mark has been used by the applicants since the year 1881, in respect of the following goods:—

Cutlery and Edge Tools including Files and Saws in Class 12.

Dated the 7th day of February, 1907.

JOHNSON, STOKES & MASTER, Solicitors for the applicants, 8, Des Voeux Road Central, Hongkong.

COJ

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (SATURDAY), the 9th February, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

8 Cases of AMERICAN WHISKY

AND

5 Cases GERMAN BEER.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th February 1907. [215]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubaltino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also

VENICE and TRIESTE, all MEDITERANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above, on MONDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

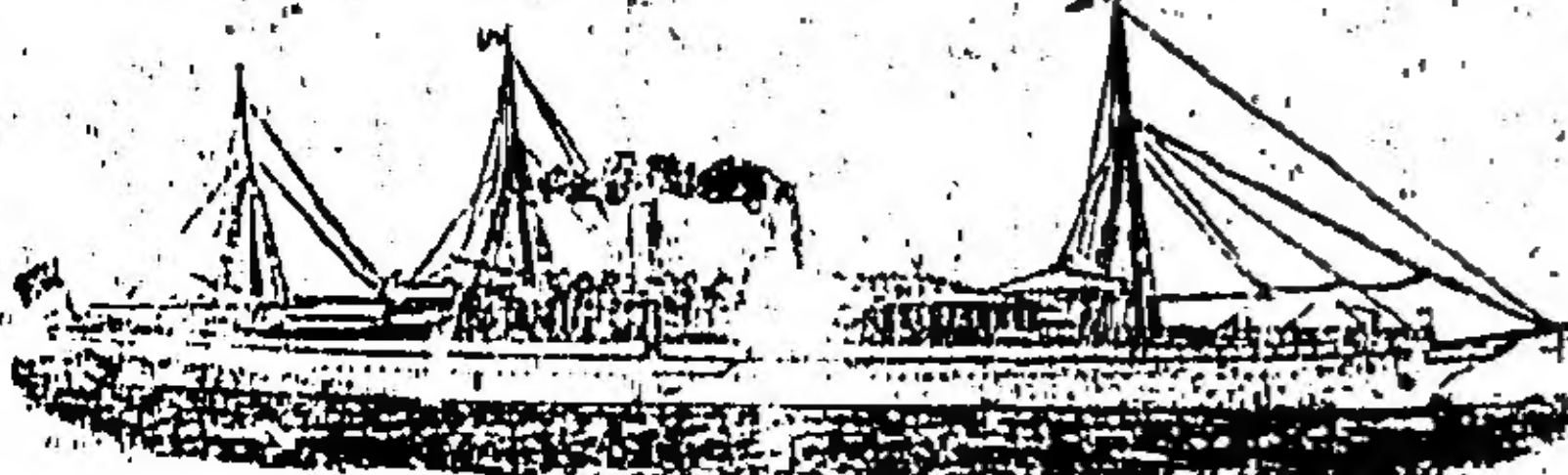
For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 8th February, 1907. [211]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000.	THURSDAY, February 14th	March 4th
"ATHENIAN"	3,882.	WEDNESDAY, February 20th	March 16th
"MONTAGUE"	6,163.	WEDNESDAY, February 27th	March 23rd
"EMPEROR OF JAPAN"	6,000.	THURSDAY, March 14th	April 1st
"TARTAR"	4,425.	WEDNESDAY, March 27th	April 20th
"EMPEROR OF CHINA"	6,000.	THURSDAY, April 11th	April 29th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

* Intermediate steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New, Powerful "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 65s. via New York 62s. Hongkong to London, Intermediate, on Steamer, and 1st Class on Railways 44s. 44s.

R.M.S. "MONTAGUE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand-Books, Rates of Freight and Passage, apply to H. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	LOONGSANG	SATURDAY, 9th Feb, 3 P.M.
SHANGHAI	CHOYSANG	SATURDAY, 9th Feb, 4 P.M.

* These Steamers have special accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Canton, Tientsin, (via Ching Waa Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOOHAW"	11th February, 4 p.m.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

YOKOHAMA and KOBE. "TSINAN" 12th "TAMING" 12th

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passenger is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvaried table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Feb, at Noon.
RUBI.	2540	R. Almond	"	SATURDAY, 23rd Feb, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

HONGKONG NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE" The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINHAUF," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH, in addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA 10th February.	SILESIA 10th February.
HABSBURG 3rd March.	SAMBIA 15th February.
RHENANIA 1st April.	SAKONIA 22nd February.
HOHENSTAUFEN 30th April.	SLAVONIA 13th March.
SILESIA 31st May.	BRASILIA 20th March.
SCANDIA 30th June.	HABSEU 5th April.
Hongkong, 4th February, 1907.	HOHENSTAUFEN 29th May.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKHA" 9th February. S.S. "MUNCASTER CASTLE" 12th March. S.S. "LOWTHER CASTLE" 31st March.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply

DODWELL & CO., LIMITED, Agents.

Hongkong, 29th January, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports, on MONDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 5th February, 1907.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship "GLAMORGANSHIRE"

will be despatched for the above Ports, on or about the 20th February.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 17th January, 1907.

ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM HONGKONG TO SAN FRANCISCO, VIA KOBE AND YOKOHAMA.

THE Steamship "DAKOTAH" About 15th February.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 21st January, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th January, 1907.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

To Let.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

HO TUNG, Comptroller Department, Jardine, Matheson & Co.

Hongkong, 16th September, 1906.

TO LET.

THE Premises known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th January, 1907.

TO LET.

"RANFURLY" CONDUIT ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 14th December, 1906.

TO LET.

NO. 6, PEDDARS HILL, comprising of 5 Rooms with Out-houses, occupation from 1st proximo.

GROUND FLOOR of No. 4, DES VOEUX ROAD including a Strong Room and Servant Quarter.

ROOMS on Second Floor of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 4th February, 1907.

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, QUEEN'S ROAD WEST.

Hongkong, 21st January, 1907.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 21st April, 1906.

HONGKONG-AVERAGE MARKET PRICES.

Corrected 7th February, 1907. 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa 20

"Comed—Ham Ngau Yuk 20

"Roast—Shiu 20

"Breast—Ngau Lam 15

"Soup, Tong Yuk 15

"Steak—Ngau Yuk Pa 20

"Sirloin—Ngau Lau 30

"Sausages—Ngau Yuk Chung 36

Bullock's Brains—Know 10

"Tongue fresh—Ngau Lau 50

"Comed—Ham Ngau Li 55

"Head—Ngau Tau 80

"Heart—Ngau Sum 12

"Hump, Salt—Ngau Kin 20

"Feet—Ngau Kerk 7

"Kidneys—Ngau Yiu 10

"Tail—Ngau Mei 17

"Liver—Ngau Con 12

"Tripe (undressed)—Ngau To 7

Calves' Head and Feet—Ngau-chai 1.00

Mutton Chop—Yeung Pui Kwat 24

"Leg—Yeung Pui 24

"Shoulder—Yeung Shau 20

"Pigs' Chidlings—Chi cheong 24

"Brains—Chi Kaow 2

"Feet—Chi Kerk 12

"Fry—Chi Chak 12

"Head—Chi Tau 12

"Heart—Chi Sum 9

"Kidneys—Chi Yiu 8

"Liver—Chi Kon 28

Pork Chop—Chi Pui Kwat 21

"Comed—Ham Chu Yuk 1

"Leg—Chu Pui 22

"Fat or Lard—Chu Yau 16

Sheep's Head and Feet—Yeung Tau 6

"Keek 6

"Heart—Yeung Sum 10

"Kidneys—Yeung Yiu 10

"Liver—Yeung Con 24

Sucking Pig, To Order—Chu Chai 16

Suet, Beef—Sang Ngau Yau 24

"Mutton—Sang Yeung Yau 24

Veal—Ngau Chai Yuk 20

"Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 30

Capon, Large, Small—Sin Kai 30

Ducks—Ap 22

Doves—Pan Kau 15

Eggs, Hen—Kai Tan 15

Fowls, Canton—Kai 31

FRUITS.

Shark—Sa Yu 8

Skate—Po Yu 9

Shrimps—Ha 24

Snapper—Lip 18

Soles—Tai Sa Yu 20

Tench—Wan Yu 14

Turbot—Cho How Yu 16

Turtles, small, fresh water—Keok Yu 16

White Bait—Ngau Yu Chai 16

Almond—Hung Yan 18

Apples, (California)—Kam San Ping 24

" (Chefoo)—Tin Chun Ping 24

" (Squall)—Lai Tong 24

" (Custard)—Fai Lai Chi 24

Bananas, from, rani, Canton—Sang Sheng 24

" (brides), Macao—San Heng Chiu 24

Chestnuts, Chinese—Fong Lu 24

Carambols—Yeung Tui 24

Cocoanuts—Yeh Ts 24

Grapes—Sai Tai Ts 24

Lemons, China—Ning Moong 24

" Amer.—Kum San Ning Moong 24

Lichees, Dried—Lai Chi Con 24

" Fresh, Lai Chi 24

Limes, (Saigon)—Sai Kung Ning 24

" (Saigon)—Sai Kung Ning 24

Mango, Manila—Lui Sung Moong 24

Mango, Saigon—Sai Kung Moong 24

Mangosteens, San Chuk Ts 24

Oranges, (American)—Sang Sheng Tim 24

" Chang 24

" Small—Tai Kut 24

" Mandarin—Tim Kut 24

Olives—Pak Lam 24

Passion Fruit 24

Pears, (American)—Kam San Shui Li 24

" (Canton), Cooking—Sai Li 24

" (Shanghai)—Sheung Hoi Li 24

Peanuts, Fa Sang 24

Persimmons Large—Hung Chie 24

Pine-apples, 1st quality—Sheung Poon 24

" 2nd quality—Chung-tang 24

Paw-law 24

Platans—Tai Chen 24

Pumpkins, Swatow—Hung Lai 24

Pumpkins, Siam—Chim Lo Yau 24

Walnuts, Hop Tui 24

" Green—Sang Hop Tui 24

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah 24

" Chi Chai 24

Beans, (French) Macao—Oh Moon Pin 24

" (French), Shanghai—Sheung Hoi 24

" Pin Tau 24

Beans, Sprout—Ah Chai 24

INDIAN JUDGE

ON INDIAN MONEY LENDERS:

Mr. F. Sorahji Taleyarkar, instructed by Messrs. Metham, Byrne, and Noble, appeared on the other day in the Bombay High Court, before the Hon'ble Mr. Justice Davar, on behalf of the plaintiff, in the suit of the firm Uderam Keshavnand Co. Morwarri money lenders, against Thomas William Perrett, now an under-trial prisoner in the Bombay Jail, on charges relating to frauds in the construction of electric tramway tracks, and applied for a decree against defendant for Rs. 5,000 lent, at two per cent. per month interest, and Rs. 150 per month, promised to be paid under an agreement, dated 31st November. Service of summons having been proved on the defendant in Jail, evidence was recorded. Defendant was not present in Court. The evidence showed that the monies were lent to Gibbons and Co. in three sums. Perrett was the sole proprietor of Gibbons & Co. the firm's business was stated to be manufacturers, merchants' agents.

Mr. Justice Davar: And "the only English auctioneers in Bombay."

Mr. Taleyarkar: Just so, my Lord, unfortunately for my clients, who never saw their money again.

Mr. Justice Davar: It is all due to exorbitant rates of interest from the debtors. This morning I had a case in which the rate of interest per annum amounted to nearly three quarters of the principal lent. So far as I am concerned, I am going to set my face against it.

Some discussion ensued after which the Judge remarked that as there was no consideration on the part of the plaintiffs for the Rs. 150 per month, promised to be paid by the defendant, he should disallow the sum; and pass an "ex parte" decree in favour of the plaintiff, with the interest, and costs.

Shipping.

Arrivals.

Clio, Br. sloop, 1,070, C. Raikes, R.N., 7th Feb., from Mira Bay.

Mathilde, Ger. s.s., 831, N. Johannemann, 7th Feb., Haiphong and Hoihow 6th Feb., Gen.—J. & Co.

Kwangshah, Ch. s.s., 1,336, Wm. H. Lunt, 7th Feb., Canton 7th Feb., Gen.—C. M. S. N. Co.

Tsinan, Br. s.s., 2,300, C. Lindbergh, 8th Feb., Melbourne 4th Jan., and Manila 5th Feb., Gen.—B. & S.

Prinz Sigismund, Ger. s.s., 3,302, Lenz, 8th Feb., Sydney 15th Jan., and Manila 5th Feb., Gen.—M. & Co.

Bonleuch, Br. s.s., 2,679, A. Reid, 8th Feb., Singapore 31st Jan., Gen.—G. L. & Co.

Hatchling, Br. s.s., 1,267, A. E. Hoagins, 8th Feb., Fochow 5th Feb., Amoy 6th Feb., and Swatow 7th Feb., Gen.—D. L. & Co.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 8th Feb., Manila 5th Feb., Gen.—B. & S.

Sikh, Br. s.s., 3,216, W. Atkinson, 8th Feb., Shanghai via Fochow 3rd Feb., Gen.—D. & Co. Ld.

Riojun Maru, Jap. s.s., 4,809, G. S. Lapraik, 8th Feb., Yokohama via Moji 3rd Feb., Gen.—N. Y. K.

Progress, Ger. s.s., 687, H. Pahren, 8th Feb., Diego 5th Feb., Salt—L. W. & Co.

Hissang, Br. s.s., 1,356, W. D. Welch, 8th Feb., Kuchintzu 1st Feb., Gen.—J. M. & Co.

Castor, Nor. s.s., 775, Hoakenen, 8th Feb., Langkat and Singapore 29th Jan., Kerosine—Mr. Geo. McBain.

Laertes, Br. s.s., 1,330, Jackson, 8th Feb., Saigon 3rd Feb., Rice and Gen.—Chinese.

Lydia, Ger. s.s., 1,772, C. Meyer, 8th Feb., Saigon 2nd Feb., Rice—S. & Co.

Clearances at the Harbour Office.

Hongkong, for Haiphong.

Tamou, for Swatow.

Tatshun, for Shanghai.

Kwangshah, for Shanghai.

Rubi, for Manila.

Sikh, for Singapore.

Suisang, for Saigon.

Bonleuch, for Nagasaki.

Departures.

Feb. 8.

Tatshun, for Shanghai.

Kobafuku Maru, for Kobe.

Hongkong, for Haiphong.

Tamou, for Chinkiang.

Drufar, for Swatow.

Choyang, for Canton.

Yochow, for Canton.

Chihli, for Canton.

Namsang, for Calcutta.

Rubi, for Manila.

Soshu Maru, for Swatow.

Amara, for Saigon.

Passengers arrived.

Per Mathilde, from Hoihow—Mr. H. Comte Gimani.

Per Taming, from Manila—Dr. A. B. Talbot, Messrs. C. H. Hodgson, B. W. Booth, R. H. Shaffer, A. E. Carr and Jose Caldon.

Per Hatchling, from Coast Ports—Rev. J. Macgowan, Miss A. Macgowan, Mrs. W. H. Howard, Dr. Churchill, and 103 Chinese.

Per Tsinan, from Australian Ports—Mrs. Ferguson, Misses R. Ferguson (2), Goode, Wood, Messrs. Nicol, Drakeford, White, Col. and Miss Mansfield, Mr. Paulino, Mr. Thomas, Mr. Tinton, McMahon, Melville, Gouly, Cameron and Kalranstuz.

Per Prinz Sigismund, from Sydney—Mr. and Mrs. Rust, from Brisbane—Mr. and Mrs. Miedhardt, from New Guinea—Dr. E. Kraus, and Mr. Mailler, from Manila—Dr. G. B. Cook, Miss Tulla E. Elde, Mr. C. W. Goodwin, Comdr. and Mrs. Fletcher, U.S.W., and a children, Messrs. T. Landahl, R. M. Gillilan, E. Israel, Dr. E. P. Bagg and servant, Comdr. W. T. Cutler, U.S.W., Mr. and Mrs. T. S. Connell, Rev. A. F. King, Messrs. W. E. Sparklin and A. F. Ehrlich.

Per Delta, from Shanghai, &c.—Mr. and Mrs. Hancock, Mrs. E. L. Bradford, Mr. and Mrs. W. A. Mould and child, Mrs. Math. Smith, Maj. and Mrs. Gray, Miss Scott, Miss Dore, Hon. Lockhart, O.H.S., Engr. Ohlsson, Capt. Eyre Dabell, Maj. F. W. Fernie, Lieut. Boyle, Messrs. G. Dallas, E. Mallet, F. Vida, W. R. Kabler, S. H. Bode, R. E. Elger, W. H. C. Weppert, M. Beauvais, R. E. Kadoorie, D. E. Lockyer, Korhals Altes, H. C. Kulow, W. C. Barbeau, G. Ephgrave, W. Thompson, A. Fawcett, A. H. Dore, R. C. Graft, M. B. Joseph and C. Van Thielde Vries.

Shipping Reports.

Str. Bonleuch from Singapore—Very strong N.E. monsoons.

Str. Alphon from Moji—Moderate N.E. wind and clear weather.

Str. Taming, from Manila—Moderate to fresh N.E. monsoon and moderate sea with fine weather.

Str. Hatchling from Coast Ports—Fochow to Swatow. Fresh N.E. monsoon heavy sea and overcast cloudy weather. Swatow to Hongkong—Moderate wind and sea and cloudy weather.

Str. Sikh, from Fochow, &c.—Strong N.E. winds, fine and clear but slightly weather. On the 7th inst. at 2 p.m. passed wreck of large junk partly submerged, 1 jamcock bearing N.W.W., distance 4 miles.

Vessels in Port.

STRANERS.

Capri, Ital. s.s., 2,718, G. Belaito, 7th Feb., Bombay 17th Jan., and Singapore 29th, Gen.—J. & Co.

Catharine Apary, Br. s.s., 1,730, W. D. A. Thomas, 5th Feb., Calcutta via Penang and Singapore 30th Jan., Gen.—D. S. & Co. Ld.

Cheongshing, Br. s.s., 1,256, S. I. Payne, 3rd Feb., Saigon 28th Jan., Rice—J. M. & Co.

Daiya Maru, Jap. s.s., 1,735, M. Aikawa, 7th Feb., Moji 29th Jan., Coal—M. B. K.

Delta, Br. s.s., 4,743, C. L. Daniel, 7th Feb., Shanghai 5th Feb., Mails and Gen.—P. & O. S. N. Co.

Doric, Br. s.s., 4,975, Harry Goukroger, 7th Feb., San Francisco 8th Jan., Honolulu 1st, Yokohama 20th, Kobe 31st, Nagasaki 2nd Feb., and Shanghai 5th, Mails and Gen.—O. & O. S. S. Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 14th Jan., Vancouver, (B.C.) 25th Dec., and Shanghai 11th Jan., Mails and Gen.—C. P. R. Co.

Fri. Nor. s.s., 860, C. Wazir, 4th Feb., Sourabaya 21st Jan., Saigon—Aagaard, Thoresen & Co.

Gurmanit, Ger. s.s., 1,714, H. Lorenzen, 27th Jan., Sourabaya 15th Jan., Gen.—J. & Co. Hinoi, Fr. s.s., 739, P. Melles, 2nd Feb., Haiphong and Hoihow 1st Feb., Gen.—A. R. M.

Heimdal, Nor. s.s., 767, S. A. Johnson, 7th Feb., Saigon 2nd Feb., Rice and Paddy, Aagaard, Thoresen & Co.

Hikouan Maru, Jap. s.s., 3,303, J. Fukui, 4th Feb., Kuchintzu 1st Jan., Coal—M. B. K.

Huichow, Br. s.s., 1,225, A. Forsyth, 2nd Feb., Cebu and Iloilo 20th Jan., Sugar—B. & S.

Indradeo, Br. s.s., Enstebro, 19th Jan., Sydney 24th Dec., Coal—S. T. & Co.

Ithaka, Ger. s.s., 2,269, A. Enigk, 31st Jan., Saigon 26th Jan., Rice and Paddy—S. & Co.

Joshin Maru, Jap. s.s., 702, H. S. Smith, 6th Feb., Swatow 5th Feb., Gen.—S. K. K.

Kanjo, Jap. s.s., 1,247, K. Hashimoto, 5th Feb., Saigon 1st Jan., Rice and Paddy—Fukusei & Co.

Loonzang, Br. s.s., 1,092, A. G. Smith, 4th Feb., Manila 1st Feb., Gen.—J. M. & Co.

Merceder, Br. transport, 2,903, J. S. McGregor, 20th Jan., Singapore 22nd Jan., Coal—Admiralty.

Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept., Vancouver 20th Aug., and Shanghai 1st, Sept., Flour, Lead and Gen.—C. P. R. Co.

Neil MacLeod, Am. s.s., 601, E. Cornell, 19th June, Manila 16th June, Ballast—Harriet & Co.

Newton Hall, Br. s.s., 2,676, H. C. Hoeller, 4th Feb., Penarth 18th Dec., 1906, Coal—Admiralty.

N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June, Manila 9th June, Ballast—Harriet & Co.

Petchin, Ger. s.s., 1,070, C. Gosewisch, 5th Feb., Bangkok 23rd Jan., Rice and Timber—M. & Co.

Pongtong, Ger. s.s., 997, W. Bolefuer, 1st Feb., Bangkok via Hoihow 31st Jan., Rice and Teakwood—B. & S.

Providence, Nor. s.s., 693, H. Skarrebjo, 25th Jan., Hongay 23rd Jan., Coal—Wallen & Co.

Rajaburi, Ger. s.s., 1,180, O. Koch, 6th Feb., Bangkok 26th Jan., Timber and Rice—B. & S.

Sargan, Am. s.s., 428, Viteria, 7th Sept., Manila 4th Sept., Ballast—Order.

Simongan, Dut. s.s., 1,200, Zuiderehout, 30th Jan., Samarang and Singapore 23rd Jan., Sugar—Yuen Fat Hong.

Suisang, Br. s.s., 1,776, T. A. Mitchell, 28th Jan., Calcutta 10th Jan., Coal—J. M. & Co.

Tacoma, Am. s.s., 9,066, E. W. Roberts, 28th Jan., Tacoma via Japan Ports 13th Dec., Gen.—D. & Co. Ld.

Taiwan, Br. s.s., 1,044, J. A. Martin, 4th Feb., Saigon 29th Jan., Rice—Chinese.

Telemachos, Br. s.s., 1,342, Williams, 31st Jan., Saigon 26th Jan., Rice, Meal and Gen. Wo Fat Seng.

Tinhow, Br. s.s., 901, T. R. Kidd, 31st Jan., Saigon 26th Jan., Rice—A. K. & Co.

Undire, Nor. s.s., 1,113, H. Thorkjoren, 23rd Dec., Chelon 17th Dec., Gen.—Aagaard, Thoresen & Co.

Yruna, Am. s.s., 469, H. Nelson, 16th Oct., Amoy 14th Oct., Ballast—Yeng Chung.

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.

Yingking and at Kowloon Dock.

Kwongchow " " " "

Prinz Waldemar " " " "

Monteagle " " " "

Sorogon " " " "

Fronde " " " "

Z. V. de Aldetea " " " "

Powan " " " "

Yangmoo " " " "

Rubis " " " "

Sephir " " " "

Omphale " " " "

Pong Tong " " " "

Peng Fel " " " "

Germant " " " "

Halton " " " "

Ships Passed The Canal.

21st January—Banglow, Flinthshire Dredger, Glauco, Manila. 24th January—Ran, Radnorshire, Slavonia, Suezia, Tonkin, Prinz Etzel Friedrich, Kamakura Maru, Prinz Altes, 29th January—Kwang Shih, Polyphemus, Tenhai, Breconshire, Drumgilly, Elkantara, Gintur, Rastara, St. Domingo, Br. s.s., 1st February—C. Ford Leslie, Calcha, Dardania, Verona, Yarra, Nomur, Nile, 5th February—Ranlows, Benlowood, Kerman, Parla, Aldirny, Blucrois, Hoihow, Liberia, Siberia.

Arrivals at Home—22nd January—Polynesian, Sthonia, Trieste, Prinz Regent Luitpold, 15th January—Mortonskirk, Myrindon, 26th January—Mastigon, 20th January

Rhinastor, 1st February—Glenavon, Prinz Etzel Friedrich, Yarra, Benlowood, Br. s.s., 4th February—Fornax, 5th February—Kinnel, Segovia, Yarra, Kamakura Maru.

Steamers Expected.

Vessels	From	Agents	Date
Sachsen	Singapore	M. & Co.	Feb. 9
Kawachi Maru	Singapore	N. Y. K.	Feb. 9
Taiyuan	Moji	B. & S.	Feb. 9
Athenian	Shanghai	C. P. R. Co.	Feb. 10
Tota Maru	Shanghai	N. Y. K.	Feb. 10
Tsimah	Shanghai	J. C. L.	Feb. 10
Gaioan	Shanghai	M. & Co.	Feb. 11
Arabia	Aden	M. & Co.	Feb. 11
Prinzess Alice	Colombo	M. & Co.	Feb. 11
Kumsang	Singapore	M. & Co.	Feb. 13
Emp. of Japan	Japan	C. P. R. Co.	Feb. 15
Coptic	Japan	O. & O. Co.	Feb. 16
Roon	Colombo	M. & Co.	Feb. 17
Bombay Maru	Bombay	N. Y. K.	Feb. 23

CHINA COAST METEOROLOGICAL REGISTER.

February 7th, 1907, a.m.

Mar. Th. Hu. W. S. W.

Vladivostok	7 a.m.	30.08	—	SW	4
Nemuro	6 a.m.	30.17	—	N	4
Hakodate	6 a.m.	30.14	—	—	0
Kochi	6 a.m.	30.27	—	SW	2
Nagasaki	6 a.m.	30.35	—	NE	2
Kagoshima	6 a.m.	30.31	—	NE	3
Oshima	6 a.m.	30.20	—	N	4
Naha	6 a.m.	30.09	—	NE	0
Ishigakijima	6 a.m.	30.09	—	NE	4
Cheloo	6 a.m.	30.41	22	SW	2
Weihaiwei	9 a.m.	30.26	45	W	1
Hankow	6 a.m.	30.46	40	NE	2
Kiukiang	6 a.m.	30.42	40	NE	2
Shanghai	9 a.m.	30.43	41	ENE	1
Swatow	9 a.m.	30.40	41	ENE	1
Sharp Peak	6 a.m.	30.26	53	NW	2
Amoy	6 a.m.	30.09	54	NE	1
Swatow	9 a.m.	30.15	—	E	4
Taihu	9 a.m.	30.11	—	—	0
Tainan	9 a.m.	30.08	—	N	4
Keshun	9 a.m.	30.07	—	NE	8
Pescadores	9 a.m.	30.12	—	NE	8
Canton	9 a.m.	30.56	57	NW	2
Hongkong	10 a.m.	30.20	61	NE	2
Victoria Peak	9 a.m.	30.20	61	NE	2
Macao	9 a.m.	30.20	66	N	2
Hoihow	9 a.m.	30.32	31	NE	3
Kiukiang	9 a.m.	30.40	41	NE	3
Shanghai	9 a.m.	30.44	41	NE	3
Cutlaif	9 a.m.	30.48	43	NE	3
Sharp Peak	9 a.m.	30.28	53	NW	2
Amoy	6 a.m.	30.12	53	NE	2
Swatow	9 a.m.	30.15	—	—	0
Taihu	9 a.m.	30.11	—	N	2
Tainan	9 a.m.	30.08	—	N	6
Keshun	9 a.m.	30.08	—	N	8
Pescadores	9 a.m.	30.12	—	N	8
Canton	9 a.m.	30.20	57	NE	2
Hongkong	10 a.m.	30.21	64	NE	3
Victoria Peak	9 a.m.	30.20	61	N	4
Macao	9 a.m.	30.20	66	E	1
Hoihow	9 a.m.	30.32	31	NE	3
Pakhoi	9 a.m.	30.41	41	NE	3
Phu Lien	10 a.m.	30.41	41	NE	3
Tourane	9 a.m.	30.41	41	NE	3
C. St. James	6 a.m.	30.02	70	SW	1
Manila	10 a.m.	30.00	77	NW	1
Legaspi	6 a.m.	30.00	77	NE	1
Bacolod	9 a.m.	30.00	77	NE	1
Hoihow	9 a.m.	30.00	77	NE	1
Cebu	9 a.m.	30.00	77	NE	1
Labuan	9 a.m.	30.00	77	NE	1

February 8th, 1907, a.m.

Vladivostok	7 a.m.	30.12	—	S	6
Nemuro	6 a.m.	30.12	—	S	6
Hakodate	6 a.m.	30.12	—	SW	4
Kochi	6 a.m.	30.12	—	N	4
Nagasaki	6 a.m.	30.12	—	N	4
Kagoshima	6 a.m.	30.12	—	N	4
Oshima	6 a.m.	30.12	—	N	4
Naha	6 a.m.	30.12	—	N	4
Ishigakijima	6 a.m.	30.12	—	N	4
Cheloo	6 a.m.	30.12	—	N	4
Weihaiwei	9 a.m.	30.12	—	N	4
Hankow	6 a.m.	30.12	—	N	4
Kiukiang	6 a.m.	30.12	—	N	4
Shanghai	9 a.m.	30.12	—	N	4
Cutlaif	9 a.m.	30.12	—	N	4
Sharp Peak	6 a.m.	30.12	—	N	4
Amoy	6 a.m.	30.12	—	N	4
Swatow	9 a.m.	30.12	—	N	4
Taihu	9 a.m.	30.12	—	N	4
Tainan	9 a.m.	30.12	—	N	4
Keshun	9 a.m.	30.12	—	N	4
Pescadores	9 a.m.	30.12	—	N	4
Canton	9 a.m.	30.12	—	N	4
Hongkong	10 a.m.	30.12	—	N	4
Victoria Peak	9 a.m.	30.12	—	N	4
Macao	9 a.m.	30.12	—	N	4
Hoihow	9 a.m.	30.12	—	N	4
Pakhoi	9 a.m.	30.12	—	N	4
Phu Lien	10 a.m.	30.12	—	N	4
Tourane	9 a.m.	30.12	—	N	4
C. St. James	6 a.m.	30.12	—	N	4
Manila	10 a.m.	30.12	—	N	4
Legaspi	6 a.m.	30.12	—	N	4
Bacolod	9 a.m.	30.12	—	N	4
Hoihow	9 a.m.	30.12	—	N	4
Cebu	9 a.m.	30.12	—	N	4
Labuan	9 a.m.	30.12	—	N	4

Feb. 7th Feb. 7th

Temperature 63 62

Humidity 82 76

Rainfall —

Post Office.

A Mail will close for:

